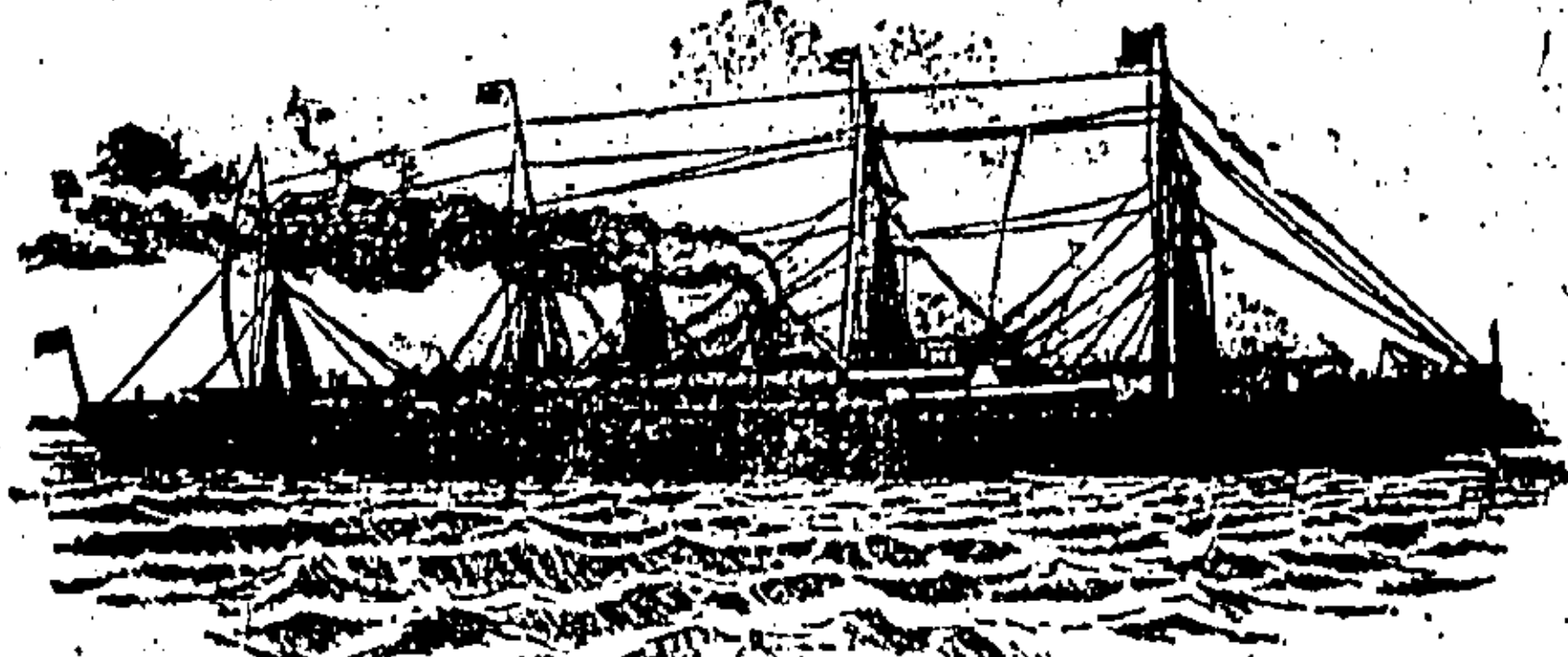






## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES	REMARKS
"ALBA"	Yokohama, Kobe, Osaka, Japan	SATURDAY, 16th January, at 11 A.M.	
"CHINA"	Yokohama, Kobe, Osaka, Japan	WEDNESDAY, 20th January, at Daylight.	
"DORIC"	Yokohama, Kobe, Osaka, Japan	FRIDAY, 22nd January, at Noon.	
"NIPPON MARU"	Yokohama, Kobe, Osaka, Japan	SATURDAY, 6th February, at Noon.	
"SIBERIA"	Yokohama, Kobe, Osaka, Japan	SATURDAY, 13th February, at Noon.	
"COPTIC"	Yokohama, Kobe, Osaka, Japan	TUESDAY, 23rd February, at Noon.	
"AMERICA MARU"	Yokohama, Kobe, Osaka, Japan	WEDNESDAY, 2nd March, at Noon.	
"KOROKA"	Yokohama, Kobe, Osaka, Japan	THURSDAY, 10th March, at Noon.	
"GABLO"	Yokohama, Kobe, Osaka, Japan	SATURDAY, 19th March, at Noon.	
"HONGKONG MARU"	Yokohama, Kobe, Osaka, Japan	SATURDAY, 26th March, at Noon.	

\*Via Kobe.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 20th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

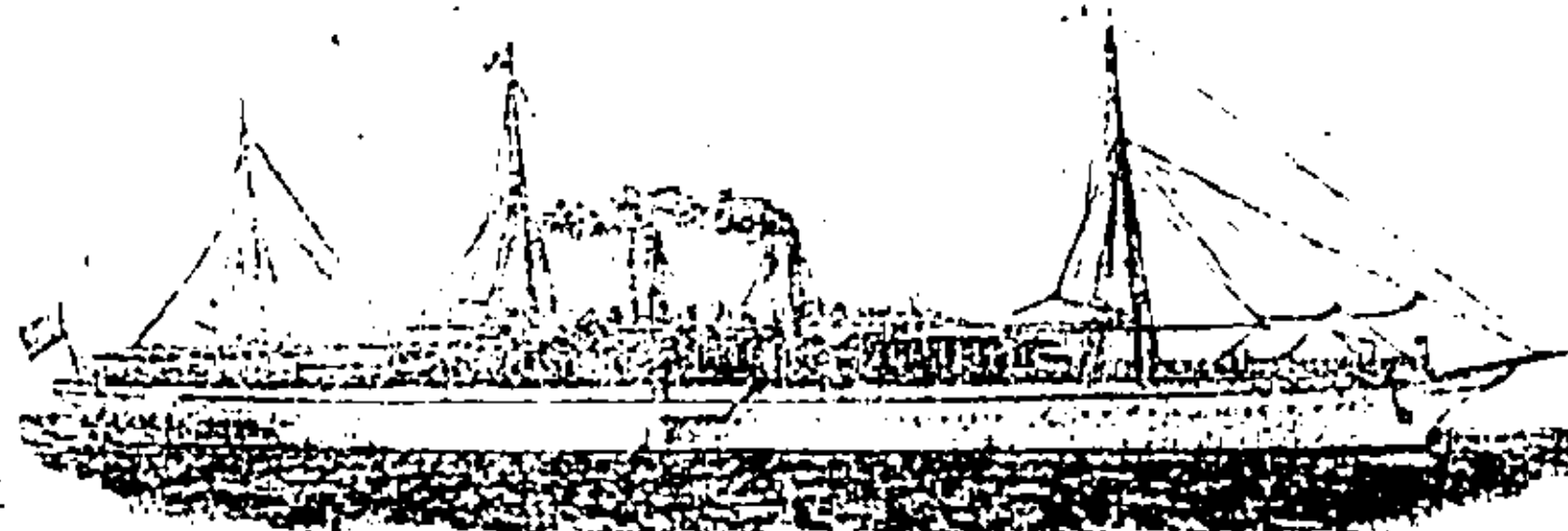
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.  
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.  
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 13th January, 1904.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.  
PROPOSED SAILINGS FROM HONGKONG:—(SUBJECT TO ALTERATION).

STEAMERS	DESTINATIONS	SAILING DATES	REMARKS
R.M.S. "ATHENIAN"	Yokohama, Kobe, Osaka, Japan	WEDNESDAY, 27th January.	
"EMPRESS OF INDIA"	Yokohama, Kobe, Osaka, Japan	WEDNESDAY, 10th February.	
"TARTAR"	Yokohama, Kobe, Osaka, Japan	WEDNESDAY, 24th February.	
"EMPRESS OF JAPAN"	Yokohama, Kobe, Osaka, Japan	WEDNESDAY, 9th March.	
"EMPRESS OF CHINA"	Yokohama, Kobe, Osaka, Japan	WEDNESDAY, 23rd March.	

Hongkong to London, 1st Class, £120. 2nd Class, £80. 3rd Class, £40. 4th Class, £20.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal ports and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,  
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	REMARKS
AMBRIA	HAVRE and HAMBURG.	18th January.	Freight.
Duckstein	(Calling at SINGAPORE and COLOMBO).		
WURZBURG	HAVRE, BREMEN and HAMBURG.	30th January.	Freight and Passengers.
v. Binner	(Calling at SINGAPORE and PENANG).		
ALESIA	HAVRE and HAMBURG.	6th February.	Freight.
Schofield	(Calling at SINGAPORE and COLOMBO).		
SITHONIA	HAVRE and HAMBURG.	23rd Feb.	Freight.
Hildebrandt	(Calling at SINGAPORE and PENANG).		
BRAMBERG	HAVRE and HAMBURG.	8th March.	Freight.
Mittelsch	(Calling at SINGAPORE and COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 13th January, 1904.

GO TO THE  
KOWLOON HOTEL,  
KOWLOON.

J. W. OSBORNE,  
Proprietor and Manager.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

STEAMERS	DESTINATIONS	SAILING DATES	REMARKS
S.S. "HONAM"	Yokohama, Kobe, Osaka, Japan	1908 tons, Captain H. D. Jones.	
"POWAN"	Yokohama, Kobe, Osaka, Japan	2,338 tons, Captain G. F. Morrison, R.N.R.	
"TATSHAN"	Yokohama, Kobe, Osaka, Japan	2,250 tons, Captain A. W. Dixon.	
"HANKOW"	Yokohama, Kobe, Osaka, Japan	3,073 tons, Captain C. V. Lloyd.	
"KINSHAN"	Yokohama, Kobe, Osaka, Japan	2,850 tons, Captain J. J. Lossius.	

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

STEAMERS	DESTINATIONS	SAILING DATES	REMARKS
S.S. "HEUNG HAN"	Yokohama, Kobe, Osaka, Japan	1,998 tons, Captain W. E. Clarke.	
	Departures from Hongkong to Macao daily at 4 P.M. (Sunday excepted).		
	Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).		

## CANTON-MACAO LINE.

STEAMERS	DESTINATIONS	SAILING DATES	REMARKS
S.S. "LUNGSHAN"	Yokohama, Kobe, Osaka, Japan	2,119 tons, Captain T. Hamlin.	
	This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

STEAMERS	DESTINATIONS	SAILING DATES	REMARKS
S.S. "SALNAM"	Yokohama, Kobe, Osaka, Japan	1,338 tons, Captain B. Branch.	
"NANNING"	Yokohama, Kobe, Osaka, Japan	1,592 tons, Captain C. Burchart.	
"TAK HING"	Yokohama, Kobe, Osaka, Japan	1,518 tons, Captain R. D. Thomas.	

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903.

## JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUNDRELL STREET,

HONGKONG.

REGULAR, FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN.	First half of February	SPORE, JAVA PORTS and MACASSAR.	First half of February
TJILATJAP	JAVA PORTS via MACASSAR.	Do.	SHANGHAI and JAPAN.	Do.
TJIMAH	Do.	Second half of February	Do.	Second half of February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,  
THE HOLLAND-CHINA TRADING CO.

Telephone No. 207,  
Hongkong, 13th January, 1904

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES

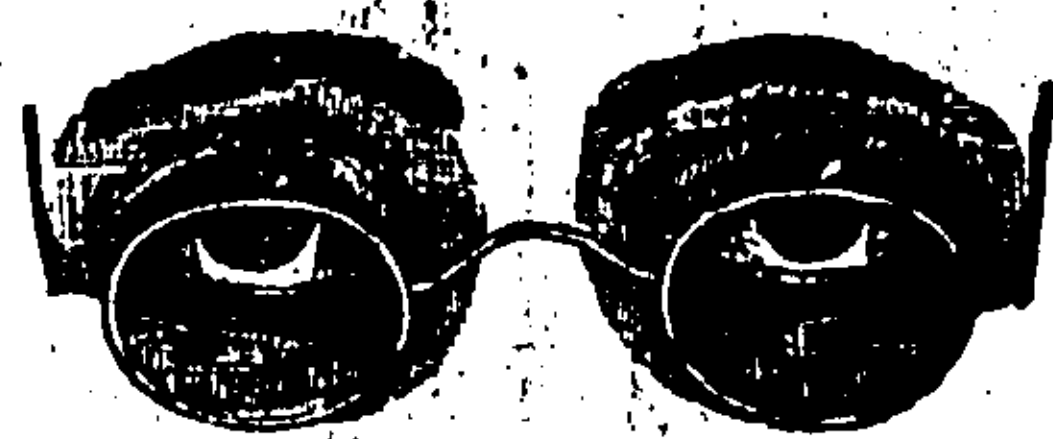
FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.  
No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2. upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1903.

THE MANAGER

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft., bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft., bottom 45.8  
ft. Water on blocks, 28.5 ft. Time  
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.  
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

CHINA PROVIDENT LOAN AND  
MORTGAGE CO., LIMITED.

THE SEVENTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, 14, Des Voeux Road, on SATURDAY, 16th January, 1904, at 11 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1903, declaring a Dividend and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 17th January, 1904, to SATURDAY, 16th January, 1904, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 4th January, 1904.

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE is hereby given that the SIXTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 27th January, 1904, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1903.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 16th January, to WEDNESDAY, the 27th January, (both days inclusive) during which period no Transfer of Shares can be registered. By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 9th January, 1904.

## THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the SIXTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 27th January, 1904, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1903.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 16th January, to WEDNESDAY, the 27th January, (both days inclusive) during which period no Transfer of Shares can be registered. By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to  
The Hongkong Land Investment and Agency Co., Limited,  
General Agents for  
The West Point Building Co., Limited.

Hongkong, 9th January, 1904.

## THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE is hereby given that the THIRTEENTH ORDINARY ANNUAL GENERAL MEETING OF THE NATIONAL BANK OF CHINA, LIMITED, will be held at the BANK PREMISES, Queen's Road, Victoria, Hongkong, on SATURDAY, the 30th January, 1904, at NOON, for the purposes following, namely:—

To receive and consider the Statement of Accounts and Balance Sheet to 31st December, 1903, the reports of the Directors and Auditors thereon, to elect Directors and Auditors, to determine whether the place of Mr. William Wotton who retires under Article 133 shall be filled up, whether the London Committee shall be reduced to two instead of three under Article 137, and to transact any other ordinary business of the Company.

The TRANSFER BOOKS and REGISTER of MEMBERS of the Company will be CLOSED from the 16th to the 30th day of January, 1904, both days inclusive.

By Order,  
GEO. W. F. PLAYFAIR,  
Chief Manager.

Hongkong, 8th January, 1904.

## NOTICE.

THE Date of CLOSING OF ENTRIES for the FORTHCOMING RACES has been POSTPONED from the 9th JANUARY to SATURDAY, 16th.

By Order,  
T. F. HOUGH,  
Clerk of the Course.

Hongkong, 2nd December, 1903.

## THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 20th January, 1904, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1903.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, the 15th January, to WEDNESDAY, the 17th January, (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to  
The Hongkong Land Investment and Agency Co., Limited,  
General Agents for  
The Kowloon Land and Building Company, Limited.

Hongkong, 5th January, 1904.

## IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

No. 31 of 1903.

Re C. E. LE MUNYON.

Ex parte THE NEW YORK EXPORT AND IMPORT COMPANY.

THE CHIEF JUSTICE IN CHAMBERS.

UPON the Application of the Creditors and upon hearing the Solicitors for the Creditors and upon reading the affidavit of FRANCIS JAMES MITCHELL filed herein on the 22nd day of December, 1903, it is ordered that service of the Petition herein be effected on the above named Debtor C. E. LE MUNYON by advertisement in the "HONGKONG DAILY TELEGRAPH" in two issues of the said paper and by affixing a copy of the said Petition together with a copy of this Order at the Court House Door.

Dated the 8th day of January, 1904.

[Sd.] J. W. JONES,  
Deputy Registrar.

The hearing of the above mentioned Petition has been fixed for THURSDAY, the 25th day of January, 1904, at 11 o'clock in the forenoon.

## WANTED.

A SHORTHAND WRITER and TYPIST.

Apply to—

"X" C/o The H.K. Telegraph Office.

Hongkong, 12th January, 1904.

## NOTICE.

It has been suggested that a PLEBISCITE should be taken to ascertain the VIEWS of BRITISH SUBJECTS resident in Hongkong on the FISCAL POLICY now being advocated by Mr. CHAMBERLAIN, and accordingly persons interested are invited to record their Opinions in the CHAMBER of COMMERCE ROOM at the CITY HALL, on or before 1 o'clock in the afternoon of SATURDAY, the 16th January instant.

C. P. CHATER,  
EDBERT A. HEWETT,  
WEL A. YUK,  
G. STEWART,  
HO KAI,  
C. W. DICKSON,  
H. E. POLLOCK,  
VICTOR H. DEKON.

Hongkong, 11th January, 1904.

## GREEN ISLAND CEMENT COMPANY, LIMITED.



## THE PERIN SYNDICATE, LTD.

The Board has issued a statement recording the work done on railway and collieries during the past year, in the course of which little is stated:-

The railway starts from Taikou on the Wei River and runs along an easy country to Tawang, 75 miles distant, where a branch of about four miles in length take off to the 'Ja-Mei-Sen Colliery. All the earth-works, most of the bridging and station buildings on the length to Tawang are completed; rails have been laid, a part of the ballasting has been done, construction trains are now running along the whole length. It has been decided to carry on the main line to the important town of Chinghua, some 17 miles beyond Tawang. The survey has been done, land purchased, and work on construction is well in hand. A survey for the extension of the railway into Shan-si to tap the great coalfields and iron deposits of that province has been started, but no definite alignment for this difficult piece of line has yet been decided on. Construction on the railway was first commenced in June, 1902, and the progress to date is 75 miles practically completed line. A dock and some 800 ft. of wharf accommodation have been nearly finished at Taikou for the shipping of coal along the Wei River and Grand Canal. The chief mining engineer, Mr. Alexander Reid, states that there is every evidence of an unbroken coalfield of enormous extent in Honan. Some trials have been made in China on locomotives and marine boilers with the Honan coal, and the results have been generally satisfactory. A great feature of this coal is that there is an entire absence of smoke during combustion, and its value as a fuel for naval purposes is therefore evident.

With the view of consolidating British interests in the Yangtze Valley, an agreement has been entered into with the British and Chinese Corporation (Limited), under which all concessions for railways north of the Yangtze river hitherto obtained or yet to be obtained by the British and Chinese Corporation (Limited) and by the Pekin Syndicate (Limited) shall, be joint; that is such railways will be financed, constructed, and worked on equal terms by the two parties. The railway now under construction by the Pekin Syndicate, from the Wei river in Ho-an to Tse-chou or other point in the province of Shansi, is not, however, included in this agreement, nor does it extend to or affect the position occupied by the British and Chinese Corporation under the Northern Railway Loan agreement.

Official intimation has been received from His Majesty's Foreign Office that an agreement has been made with the Chinese Government under which the syndicate's railway from Taikou in Ho-an to Tse-chou in Shansi is to receive a guarantee from the Chinese Government on similar terms to those granted to the Russo-Chinese Bank for the Cheng-tung-fu to Tai-yuan-fu Railway. The syndicate's agent in China, Mr. George Jamieson, C.M.G., is now engaged in drawing up the terms of the guarantee with his Excellency Sheng Huan-Huai, Director-General of Chinese Railways. The directors are deeply indebted to His Majesty's Government and to the British Minister at Peking for the powerful help given in securing the guarantee, and they hope to hear very shortly that the terms have been satisfactorily maintained.

Since September, 1902, the affairs of the syndicate in China have been under the management of Mr. George Jamieson, C.M.G., formerly H.B.M.'s Consul-General and Commercial Attaché at Shanghai. It is due to his exertions, as to his extensive knowledge of Chinese affairs, that the interests of the Syndicate in China have been so well maintained.

The above statement may be taken to indicate very satisfactory progress. It has been thought, in some quarters that the building of the Russian line from Cheng-tung-fu to Tai-yuan-fu for which the loan is now being issued in Paris, was inimical to the syndicate's interests. This, however, is not the case, for Mr. Thomson Gilbert, the secretary of the Pekin Syndicate, has pointed out to a contemporary, far from jeopardizing the company's position, it would really advance it. He stated that an agreement was entered into between the syndicate and the Russo-Chinese Bank as far back as April, 1898, defining the respective spheres of operation for mining and railway purposes, and undertaking to co-operate with each other whenever possible. While the syndicate has undertaken not to interfere with the railway project for which the loan is being raised it is understood that should the Russo-Chinese Bank not construct sufficient branch lines with their main line to properly serve the mines conceded to the Pekin Syndicate the latter shall have the right to construct such branch lines. Moreover, in a memorandum of agreement between the Russo-Chinese Bank and the Pekin Syndicate it is mutually agreed to work together in harmony in their respective spheres in Shanai and to aid each other whenever possible.—*L. & C. Express.*

## Notices of Firms.

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept RISKS against FIRE at CURRENT RATES. SIEMSEN & CO. Hongkong, 1st January, 1904. [67]

## NOTICE.

THE PARTNERSHIP between Mr. JOHN HASTINGS having been dissolved by effluxion of time, my Business will in future be carried on under the Firm Name of DEACON, LOOKER and DEACON. VICTOR H. DEACON. Hongkong, 1st January, 1904. [68]

## Consignees.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

## NOTICE TO CONSIGNEES.

THE Steamship "SACHSEN" of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 15th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, the 15th instant, at 9.30 A.M.

All Claims must reach us before the 20th instant, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents. Hongkong, 8th January, 1904. [3]

PACIFIC MAIL STEAMSHIP COMPANY NOTICE.

CONSIGNEES OF CARGO per Steamship "CHINA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge, and undelivered by THURSDAY, the 14th instant, at 10 A.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. J. STUART THOMSON, Acting Agent. Hongkong, 9th January, 1904. [1]

S.S. "ERNEST-SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Matapan* and *Coudoun*, and from Havre, ex s.s. *Coudoun*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 4 P.M. TO-DAY, the 12th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 19th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th instant, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 19th instant, at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent. Hongkong, 12th January, 1904. [9]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "LAISANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after THURSDAY, the 14th instant, at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers. Hongkong, 12th January, 1904. [116]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "PALMA"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns. E. A. HEWETT, Superintendent. Hongkong, 12th January, 1904. [14]

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that the will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PARCEL, or OLD CLOTHES to be made into Rags for the Children of the Poor Schools, who are taught by the Sisters. Hongkong, 22nd April, 1894.

## Auctions.

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 18th day of January, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND South of Bowen Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Acres	Area in Acres	Upset Price
1	South of Bowen Road	110 ft. by 110 ft.	1.10	1.10	10,000
2	South of Bowen Road	110 ft. by 110 ft.	1.10	1.10	10,000
3	South of Bowen Road	110 ft. by 110 ft.	1.10	1.10	10,000
4	South of Bowen Road	110 ft. by 110 ft.	1.10	1.10	10,000
5	South of Bowen Road	110 ft. by 110 ft.	1.10	1.10	10,000
6	South of Bowen Road	110 ft. by 110 ft.	1.10	1.10	10,000
7	South of Bowen Road	110 ft. by 110 ft.	1.10	1.10	10,000
8	South of Bowen Road	110 ft. by 110 ft.	1.10	1.10	10,000
9	South of Bowen Road	110 ft. by 110 ft.	1.10	1.10	10,000
10	South of Bowen Road	110 ft. by 110 ft.	1.10	1.10	10,000

Hongkong, 11th January, 1904. [105]

TO BE SOLD BY ORDER OF THE MORTGAGEE on FRIDAY, the 22nd day of January, 1904, at 3 o'clock, at their

SALE ROOMS, ICE HOUSE STREET, by Messrs. HUGHES & HOUGH

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY

TWO LOTS.—LOT 1.—The Valuable Leasehold Messuages and Premises known as Nos. 1, 2, 3, 4 and 5, Ping On Lane, situated on Inland Lot No. 1,608, which are held for the Residue of a Term of 940 years created by the Crown Lease thereof. Crown Rent \$22.

LOT 2.—The Valuable Leasehold Messuages and Premises known as Nos. 25 and 27, Morrison Hill Road, and Nos. 33 and 35, Bowrington Street situated on the Remaining Portion of Inland Lot No. 1,313, which are held for the Residue of a Term of 986 years created by the Crown Lease thereof. Crown Rent \$31.50.

For further Particulars, apply to Messrs. HUGHES & HOUGH, Auctioneers, or to DENNIS & BOWLEY, Supreme Court House, Solicitors for the Mortgagee. Hongkong, 11th January, 1904. [106]

## Intimations.

THE ROBINSON PIANO CO. LTD. HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS AND BABY ORGANS GUARANTEED FOR CLIMATE.

THE NEWEST RAG TIME MUSIC and BOOKS.

VICTOR TALKING MACHINES

ABSOLUTE REPRODUCTION OF THE HUMAN VOICE

SHIPS PIANO PLAYERS \$450

CASH OR CREDIT

Hongkong, 6th January, 1904. [59]

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS, and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 15th September, 1903. [1]

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)	
One week.....	\$ 2.85
One month.....	7.10
Two months.....	13.00
Three.....	20.00
Six.....	37.50
Twelve.....	73.00
No charge less than one dollar.	
Discount allowed on—	
3 Months Contracts.....	5 per cent.
6.....	10 "
12.....	25 "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES, PAMPHLETS, CARDS, CIRCULARS, EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER, HONGKONG TELEGRAPH CO., LTD. 1, Ice House Road, Hongkong.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAMAKURA MARU	Kobe and Yokohama	FRIDAY, 15th Jan., at Daylight.
H. Peterson	Kobe and Yokohama	THURSDAY, 21st Jan., at Noon.
BOMBAY MARU	Marseilles, London & Antwerp, via Singapore, Penang, Colombo and Port Said	SATURDAY, 23rd Jan., at Daylight.
SANUKI MARU	Marseilles, London & Antwerp, via Singapore, Penang, Colombo and Port Said	TUESDAY, 26th Jan., at 4 P.M.
IYO MARU	U.S.A. via Shanghai, Moji, Kobe and Yokohama	WEDNESDAY, 27th Jan., at Noon.
M.J. Currow	NAGASAKI, Kobe and YOKOHAMA	FRIDAY, 29th Jan., at Daylight.
KUMANO MARU	Marseilles, London & Antwerp, via Singapore, Penang, Colombo and Port Said	SATURDAY, 30th Jan., at Daylight.
C.H. Butler	U.S.A. via Shanghai, Moji, Kobe and Yokohama	TUESDAY, 9th Feb., at 4 P.M.
HITACHI MARU	BOMBAY, via Singapore and Colombo	TUESDAY, 16th Feb., at Noon.
J. Campbell	U.S.A. via Shanghai, Moji, Kobe and Yokohama	
HAKATA MARU	Marseilles, London & Antwerp, via Singapore, Penang, Colombo and Port Said	
F.L. Somer	U.S.A. via Shanghai, Moji, Kobe and Yokohama	
AKI MARU	BOMBAY, via Singapore and Colombo	
J.W. Ekstrand	U.S.A. via Shanghai, Moji, Kobe and Yokohama	
KAGOSHIMA MARU	BOMBAY, via Singapore and Colombo	
K. Kori	U.S.A. via Shanghai, Moji, Kobe and Yokohama	

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager. Hongkong, 13th January, 1904. [5]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOREA AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers, Tons, Captains, 1904

Lyral ..... 4,417 G. V. Williams Jan. 15

Olympia ..... 4,500 A. Dixon Feb. 11

Shawmut ..... 9,600 W. M. Smith Feb. 19

Tacoma ..... 4,812 M. Ridley Feb. 26

Victoria ..... 3,502 J. Truebridge Mar. 16

Tremont ..... 9,506 T. W. Garlick Mar. 25

† Cargo only. Steamers marked (\*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 6th January, 1904. [12]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "COROMANDEL," Captain G. M. Montford, R.M.R., carrying H.M. Mails, will be despatched from this for BOMBAY, on SATURDAY, the 16th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for Fremantle and Ten for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 4th January, 1904. [4]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept RISKS at Class FOREIGN and CHINESE RISK: at CURRENT RATES. SIEMSEN & CO. Hongkong, 25th Nov. 1903. [57]

## To be Let.

FIRST and SECOND FLOORS of No. 34, QUEEN'S ROAD CENTRAL, opposite the GENERAL POST OFFICE, after MARCH 1st, 1904, at present occupied by Messrs. POWELL & CO. and the COSMOPOLITAN HOUSE. This House is especially suitable for people who are seeking places for Hotel purposes.

Please apply to YEE SANG FAT, at the above Address. Hongkong, 25th December, 1903. [104]

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables.

For Terms, &c., apply to the MANAGER. Hongkong, 23rd October, 1903. [15]

## For Sale.

FOR SALE. HEATH'S PATENT HEZZANITH BELL SEXTANTS. Other Makers: HUGHES, CARY & POTTER, &c., to be sold cheap. Apply—"BOX," C/o Hongkong Telegraph Office. Hongkong, 22nd December, 1903. [153]

FOR SALE. INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.


INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge. Naphtha of the best kind kept in stock.

TAI KWONG CO., 55, Lyndhurst Terrace. Hongkong, 3rd January, 1904. [51]

THE NEW FRENCH REMEDY TRADE MARK



**Intimations.**  
  
ESTABLISHED A.D. 1841.

**A. S. WATSON & CO., LIMITED.**

**PORT.**

B.—OLD VINTAGE, superior quality, Red Capsule—\$16.00 \$1.40

C.—FINE OLD VINTAGE superior quality, Black Seal Capsule—20.00 1.70

D.—VERY FINE OLD VINTAGE, extrasuperior, (old bottled) Violet Capsule—27.00 2.25

NOTE.—Port, after removal, should be rested for a month before use.

Wine required for IMMEDIATE use should be ordered to be decanted before being sent out.

These Wines are specially suited for Invalids and general use, and are too well known to need further comment.

**A. S. WATSON & Co., LIMITED.**

WINE AND SPIRIT MERCHANTS.

Hongkong, 8th January, 1904. [35]

TELEPHONE NO. 256. CABLE ADDRESS: "ACHEE," HONGKONG. A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A. CHEE & CO., 祥利廣**  
17, QUEEN'S ROAD.

**FURNITURE DEALERS.**

DRAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE.

ELECTRO-PLATED, GLASS, and CHINA WARES. PASTEUR'S MICROBE-PROOF FILTERS, ROCHESTER LAMPS, WHITE TURKISH TOWELS, COUNTERPANES, COOKING RANGES, KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC DEPARTMENT.**

DEVELOPING AND PRINTING. UNDERTAKEN FOR AMATEURS. GOOD WORK. PROMPT RETURN.

Hongkong, 8th January, 1904. [45]

**CARMICHAEL AND CLARKE,**

CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong. A. B. C. Code, 4th Edition. A. J. Code. Lieber's Standard Code. TELEPHONE, 232. Hongkong, 30th March, 1903. [47]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

**NOTICE.**  
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.  
SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
WEEKLY—\$13 per annum.  
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 50 cents per quarter.  
Single Copies Daily, ten cents; Weekly, twenty-five cents.

**The Hongkong Telegraph**

HONGKONG, WEDNESDAY, JANUARY 13, 1904.

**UNKNOWN YUNNAN.**

It is not often that one has the pleasure of reading a Consular report as full of the romantic and picturesque as is Acting Consul Litton's account of his journey through north-western Yunnan. The plain White Paper ("China No. 3, 1903"), containing the chronicles of this gentleman's wanderings through a portion of legendary and unknown China will undoubtedly prove good reading to all such as are interested in the romantic and the weird. Some of the traveller's experiences are *chef-d'œuvre* of description. Mr. Little tells us that, leaving Pin Chuan by the North Gate and following the road down the valley towards the Yang-tze, he reached the fields of the monks of the Fowl's Foot Hill. He ascended the hill to high 8,000 feet through dense wood, and reached the beautiful Temple of Shih Tan Su, entirely surrounded by virgin forest. Here dwells the Controller of all the temples and all the monks on the hill. He administers corporal punishment when he deems it needful, and in really bad cases can expel the offending bonze from the sacred precincts of the hill. He does not act hastily or impetuously, for he is a pleasant old man of about 60. He has spent all his life there; and, having lived through the Panthay rebellion, when the temples were alternately and impartially pillaged by the followers of the Prophet and the devotees of Confucius, he has many a tale of adventure to tell. Apart from the 10,000 year tablets in honour of the reigning Emperor, and a few others, the images in the temples are purely Buddhist. Tibetan influence is very marked, and Mr. Litton says that the impulse of Buddhism probably came there from Tibet. The walls have been scribbled over with Tibetan script by pilgrims from the north, and Tibetan charms are found dangling from the walls. In the Ta Li plain and the valleys to the north the great majority of the peasants are Minchia; in the plain, however, they are very mixed with Chinese. In the third moon is held the great annual fair, for which the official proclamation states "myriads of merchants from the four quarters of the globe collect together, dense as the clouds." Drugs, mules, Tibetan wools, and pigs' bristles are amongst the articles of exchange. Mr. Little tells the traditions of the struggles of the first Chinese settlers, and the advent of Buddhism:—In the ancient days the waters of the lake lapped the foot of the Tsang Shan, and there was no plain. The caverns in the hills were inhabited by a "yao kwei," or monstrous being, who used to sally forth, and, for his food, tear out and devour the eyes of the Chinese in the neighbourhood. Kuan Yin, the Goddess of Mercy, pitying the sorrows of the black-haired people, appeared upon the scene disguised as a venerable Buddhist nun in her "kasha," or yellow robe, and accompanied by a lame dog. Addressing the monster, she promised to supply him with the food which he liked, on condition that he would give her a patch of dry land under the hills. "How much dry land?" asked the monster. "The breadth," replied the goddess, "of my yellow robe and the length of three leaps of my lame dog." After some haggling a contract on these terms was reduced to writing. But when the aged nun spread out the robe it covered a space of 15 li, and such was the uncommon agility of the lame dog that in three leaps he cleared a space of 100 li. For his food the goddess captured shell-fish, and gave the eye-like contents to the "yao kwei," the voracious but unwary monster seems to have thought that he had been swindled, and become obstreperous; whereupon the goddess seized him and interred him in a hole or cavern in the earth near Hsi Chou, where there was only a small open slit through which he could breathe. In his struggles, his fiery breath, issuing from the slit, burned up the waters of the lake. But the goddess had cast a spell on the monster, so long as Chinese assemble at the West Gate of Ta Li during the third moon so long must the monster remain in duance vile; wherefore, to this day, at the commencement of the great spring fair, the General comes out in state, and fires off all

his artillery, so that the dragon may know that the time of his release is not yet. There is further romantic reading in Mr. Litton's description of his travels, but business breaks in at the close. After the Shan Wang, and the naked Charon, and the Black God of the Hills, and other weird powers and potentates, it is something of anti-climax to come to the discussion of Yunnan as a possible field of supply for ponies and mules, to the consideration of the part of the region that may be conveniently served by Britain's Durmah route, to the question of a cotton clothweaving industry for the Yung Chang valleys, and the employment of Indian travelling agents in the interior. This interesting pamphlet contains five simple, but comprehensive, topographical sketches of the route followed, which enable the reader to realise in a measure the difficulties encountered.

**LOCAL AND GENERAL.**

THE death is announced at Kobe of Mr. H. B. Lucas, for some years past the shipping clerk at the British Consulate.

It is reported that the Waiwupu makes it a rule to daily send copies of Reuter's telegrams received by the Board to the Palace for the Empress Dowager's perusal.

THE str. *Chun-king* reports than on the way across from Chefoo to Port Arthur, on the night of the 31st December, the thermometer registered 15 degrees below zero.

It is said that the s.s. *Akunoura Maru* which was recently run into by the P. & O. s.s. *Palermo* will be docked at Shanghai for repairs and will be detained about two weeks for that purpose.

AN offer of £70 for a single potato was refused on 9th ult. at the Cattle Show. The quality of this specimen was considered to be worth £69 19s. 10d. more than the common or garden Twopenny Tuber.

A CHEMIST says that in cigarette smoke he has discovered hydrocyanic acid, pyridine, nicotine, ammonia, and carbon monoxide. Yet the small puff blows bravely on, dreaming that he smokes tobacco.

CONSEQUENT upon an interview with the German Emperor, and conferences with Herr Ballin, the Dover Harbour Board have successfully completed arrangements for the Hamburg American liners to use Dover as a port of call. The new Transatlantic traffic at Dover will be inaugurated in July.

MR. and Mrs. Taft were presented to the Emperor and Empress of Japan on the 6th inst., and dined with their Majesties. There were present Princes Kanin, Kuni, and Nashimoto, with the Princesses; Marshal Marquis Oyama, Baron Komura, General Baron Terauchi, General Baron Kodama, and others.

THE *Kobe Chronicle* announces that an issue of that journal will be published on Sunday instead of Monday. By the present arrangement, the Monday issue involves part of the staff being on duty the greater part of Sunday as well as Saturday, but by issuing the paper on Sunday instead of Monday the "Sunday work apart from distribution can be avoided.

NINETEEN Chinamen were recently charged at Hull Police-court with refusing to obey orders on the Liverpool wheat ship *Khalifa*, bound from Singapore to Cardiff. It was explained that the owners were responsible for taking the men home, but they refused to work, and wanted a sovereign each. They agreed to work on being promised soap and socks and biscuits, but the ringleaders altered their minds, and said they would jump overboard. The men were ordered to go back to the ship and the captain said if they gave more trouble he would put them in irons. They were escorted to the docks by a force of police.

FEARS are entertained respecting the steamer *Langdale*, now under charter to the British India Company. She left London on 28 Nov. for Calcutta, on her maiden voyage, passed Cape St. Vincent on 3 Dec., and in the ordinary course would have arrived at Port Said on 8th ult. The captain of the s.s. *Port Darwin*, which put into Algiers on 7th ult. reported that on the previous day when off Cape Tenes, he saw a steamer of about 4,000 tons founder. She had a black funnel with a broad white band, and a white riband round her black hull. There was certainly no crew on board, but the name of the vessel could not be made out. The particulars as to size and distinguishing marks coincide with a general description of *Langdale*, and underwriters were charging 3 to 40 guineas on her on 8th ult. for reinsurance.

LONDON is to have a closer acquaintance with Japan, for in *The Darling of the Gods*, which Mr. Tree announces for production on the 28th inst. at His Majesty's, not only are the characters and scenes entirely Japanese, but every possible effort is being made to reproduce the spirit as well as the external form of the Japanese people. Mr. Tree himself will be seen as Zakkuri, the Minister of War, presiding over the portals of a gruesome torture chamber, and in the last act will be portrayed an elaborate representation of the Japanese Inferno. Amid such sinister surroundings, will appear the Princess Yo-San, doing penance for a thousand years before she may join her lover in the Celestial Land. Nevertheless, we are informed the play provides a good deal of fun, and Mr. Tree himself but all those supporting him with exceptional acting opportunities.

A MARRIAGE is arranged and will shortly take place between Mr. Bertram Brooke, second son of the Rajah of Sarawak, and Gladys, only daughter of Mr. Walter Palmer, of 50, Grosvenor-square, and Sunninghill, Berks.

MUCH significance is attached in St. Petersburg to the announcement that arrangements have been concluded for a special line of frozen meat steamers between Melbourne and Port Arthur. It is hoped to extend the Australian meat, butter, and egg trade in the Far East.

It is announced from Genoa, that, as a result of an agreement between the Gio Ansaldo Company and Messrs. Armstrong, Whitworth and Co., of Newcastle-on-Tyne, a new company has been formed to construct warships at Genoa, with a capital of 30,000,000 lire. It will be known as the Ansaldo, Armstrong Company. The company's status provides for the distribution of 5 per cent. of the annual profits among the employees and hands of the shipyards.

A VIENNA paper states that the creditors of Princess Louise of Saxe-Coburg have commenced a suit against King Leopold in connection with the residue of the estate of the late Queen of the Belgians, a sum of 6,000,000 crowns being concerned. The lawsuit will be conducted by Paris and Brussels lawyers. It is possible that the King will endeavour to make a composition with the creditors, as if the case is decided against him he would be obliged to pay not only the sum named but the entire portion falling to his daughters.

THE Puisne Judge, Mr. A. G. Wise, adjourned a case brought in the Supreme Court this morning by Tong Lun On, of 22, Sai Yuen Street against Wan In Nam, a trader, master of the Kwan Wo Tung firm, of 53 Aberdeen village, to recover the sum of \$175.67. This amount represented moneys alleged to have been deposited by the plaintiff with the defendant, as to \$100 on two separate deposit receipts of \$50 each, written in the Chinese language, and dated 5th August, 1902, and as to \$75.67 on a deposit receipt, also written in Chinese, and dated 4th December, 1902. Mr. J. Hays, of Messrs. Johnson, Stokes and Master, appeared on behalf of the plaintiff, and Mr. E. A. Bonnar, of Messrs. Denays and Bowley, represented the defendant.

THE Land Investment Co. has, for some time past, had to suffer at the hands of a gang of thieves, who, working on a systematic plan, have raided the different unoccupied houses belonging to the Company, removing and carrying off the panes of glass from the windows. Some idea of the scale on which these thefts were carried on may be gathered from the fact that, no less than 144 panes of glass were taken from several houses in Burrows Street alone. The police, who had been actively watching for these malefactors succeeded in arresting a Chinaman, Chan Poi, who was captured when coming out of an empty house with 20 panes of glass in his possession. As a result of further inquiries a second man, Pun Chao, was also arrested, and both of these natives appeared before Mr. Gompertz at the Magistrate's court this morning. The two men were convicted and sent to goal; Chan Poi for four and Pun Chao for three months.

MR. Roosevelt's action in again sending to the Senate certain appointments for confirmation, among others, that of Brigadier-General Wood to be Major-General, has created much talk, especially as it was accompanied by the information that he will draw pay for the appointment allocated by the President until the Senate shall either have confirmed or rejected it, justifying this unusual intimation on the ground of legal advice. Mr. Roosevelt's insistence on promoting Brigadier-General Wood to be Major-General, in the face of the strongest objections on the part of staunch Republicans like Senator Hanna, is, it is contended, scarcely creditable to the President as a ruler of men. (Objection was taken, mainly, because the promotion meant an unjustifiable slight to hundreds of combatant officers of the Army, senior in service to General Wood, and not inferior to him in professional ability. Later on more definite objections were raised to the promotion, and a committee was appointed to examine into the question. It was alleged that during the war in Cuba, General Wood took upon himself the credit for the work of other officers. Other and more serious allegations have been made, but they have not been in any proper way substantiated. All this time General Wood has been on active service in the Philippines. He has been in charge of the campaign against the Moros, and has almost brought it to a successful conclusion, despite the climate and personal ill-health, and other disadvantages. If it had not been for the staunch friendship of the President, General Wood's enemies in and out of Congress would have prevailed long ago. The real course of all the trouble seems to be that General Wood commenced his professional career as a medical officer—L. & C. Express.

**YACHTING.**

IN connection with the Royal Hongkong Yacht Club a Ladies' race, for prizes presented by Mrs. C. G. Robinson and Staff Surgeon, F. W. Parker, R.N., will be sailed on Saturday, the 30th inst. over the Channel Rocks (starboard) course. The handicaps are as follows:—*Vernon*, 10 min.; *Diana*, 15 min.; *Blith*, 20 min.; *Alleen*, 25 min.; *Alannah*, 30 min.; *One design*, 35 min.; *Irish*, 40 min.; *Gloria*, 45 min.; *Chanticleer*, 50 min.; *Dorcas*, 55 min.; *Payson*, 60 min.

**TURF TOPICS.**

An unusually large gathering of racing gentlemen attended at the course early this morning to witness training operations and gallops of the mounts from the various stables. Most of the owners were to be seen by the side of the course, those present including Sir Paul Chater, Hon. C. W. Dickson, Messrs. Rutter, White, Kadoorie, J. R. Michael, S. A. Joseph, Major Radcliffe, Hunter, and Hammer, while the new-comers included Mr. J. H. Lewis and Mr. R. A. Gubbay, who were quickly spotted out by their colleagues of the turf. There was also quite a large gathering of ladies, including the enthusiastic Mrs. Dickson and Mrs. Hinds. Most of the gallops this morning were confined to the inside course, although several of the owners sent their ponies for a spin on the outer track.

The principal features of the work were the following gallops:—  
A race over a 2-mile course between Mr. Chater's, Mr. Babington's and Dr. Atkinson's subs. resulted in the ponies romping home in the order mentioned above. Time 33, 1.05, 1.37.

A gallop by Mr. H. N. Mody's Derby cream was then witnessed. The distance covered was one mile, and the time taken was 35, 1.08, 1.42, 2.14.

Following this Mr. Hinds and Mr. E. W. Mitchell's sub. griffins galloped in company over three-quarters of a mile in 36, 1.14, 1.46. Mr. Chater's sub. then went over a mile, last 4 in 34, 1.12, 1.46.

The favorite sub. of Mr. W. E. Gray, No. 64, went for a mile, the first quarter not being timed, in 1.07, 1.41, 2.15.

After this Ewo's *Set* was ridden over the same distance, the last quarter being timed as 33.

The second half in a mile gallop by Mr. Dorabjee's sub. was accomplished in 1.07. Mr. Babington's grey pony went for three-quarters. Time 35, 1.09, 1.39.

*Disford* made a half mile in 1.09, and *Primo* went for twice the distance, the last half being registered as 1.07.

Mr. Johnston's, owner up, and *Polka* were ridden in company for a mile, the last three-quarters only being recorded. Time 34, 1.09, 1.42.

A trio, consisting of Mr. Craig's Derby chestnut, and the same owner's sub. and Mr. Gubbay's sub. ran together for a mile. Time 36 1.10, 1.47, 2.21.

I missed the times for Bonnar's and Starling's, who went together in a slow gallop.

Mr. Dorabjee's skewbald sub. was then put into training, and his half-mile performance was recorded in the time of 1.03.

Mr. A. Gubbay's "young little pet" went for a spin of 2 in the good time of 34, 1.10, 1.41.

One of Mr. Mody's grey representatives for the Derby was again trained, and in a half-mile his time was taken as 34, 1.06.

Mr. Dickson's and Mr. Ross's subs. galloped together for a mile. The respective times for the last 3 were 36, 1.10, 1.48.

Mr. "Joe's" and Mr. Hart Buck's *Herschell* // raced together for one mile. The record taken for the last three-quarters was 36, 1.12, 1.46.

Mr. E. W. Rutter's sub. did 2 in 35, 1.10, 1.42.

A similar performance being recorded in favour of Mr. Dorabjee's black, excepting that he covered the last quarter in half a second more (1.43).

No. 74, Mr. Mody's famous "sweeper of the boards" looking as fit as a fiddle, and another sub. of the same stable were ridden over the Wongneicheong distance, being all the while kept well in hand. The good time taken was 34, 1.05. They are both capable of reducing this feat if the "jock" would only allow the flyer to have just a bit of his own way.

Mr. Patterson's sub. and an unknown, Mr. Johnston's, were observed to try conclusions for three-quarters of a mile. Time 36, 1.12, 1.42.

Ewo's dark brown Derby griffin ran over half-mile course in the somewhat disappointing time of 36, 1.09.

Attention being concentrated in the principal performances of the morning, it is not surprising that many more gallops of various subs. in training should have escaped my notice. It is thus well to mention this omission lest the above hurried notes, jotted down in the crisp atmosphere in the early hours by the rail in the Happy Valley, should be taken as a complete record of events each morning. I endeavour to do full justice to each and every sporting representative contributing to our popular and grand carnival of Eastern fame, but am liable, unwittingly, to omit on occasions special comments on excellent performances which will, however, come under notice of your contributor when his eye is not otherwise diverted by the many friendly interchanges of pleasantries, when one is holding a watch in one hand and his glasses in the other.

**FIRE ON A STEAMER.**

About six o'clock last evening, fire was discovered in the fore part of the small Norwegian steamer *Prima*, which arrived from Hainboog on the 8th inst., with a cargo of rice. At the time she was moored off the Gas Works, in the central fairway, and as soon as the outbreak was discovered, notification was sent ashore. Those aboard the floating fire engine were speedily informed that the craft was quickly steamed from her buoy opposite the Harbour Office to where the *Prima* was lying. Chief Inspector Baker, with Mr. D. MacDonald and Sergt. R. MacDonald, superintended the work of subduing the flames, and at eight o'clock the fire had been overcome, but not before some considerable damage had been caused both by fire and water. It is thought that the outbreak has been occasioned by the exploding of a lamp in the lamp room. The local agents of the steamer are Messrs. Sander, Wiles & Co.

**THE FLEET.**

H. M. S. "BLINKHEIM."  
According to the *Strait Times* the *Blinkheim* which completed her three years' commission on the China Station on Jan. 1st, may be relieved by the *Andromeda*, a twin-screw British cruiser of 11,000 tons, with indicated horse-power of 16,500 and carrying 16 big guns. The *Blinkheim* remained at Singapore for the present; she will probably do so until the complications between Russia and Japan are on a fair way to solution.

The Chilean battleship *Libertad*, recently purchased by the British Government, is to be named the *Triumph*, taking the place on the navy list of the recently withdrawn ship of that name.

It is reported that England and Germany have now gathered the main strength of their squadrons on this station, at Shanghai and Tsingtao respectively.

**"TWIXT THE DEVIL AND THE DEEP SEA."**

**COAL STEALERS IN TROUBLE.**

Yesterday morning, at 9 o'clock, Sergeant Cashman sighted a small junk, laden with coal, making its way towards the quay-side of Praya East. Suspecting that the cargo of fuel had been stolen he jumped into a sampan and gave chase. Seeing that he was being followed, the master of the junk made desperate efforts to escape, calling the manœuvre on the rovers in the police officer's boat to assist from their work. Sergeant Cashman took hold of the oars himself and urged on the bark, rapidly overhauling his quarry. While manœuvring for safety the master of the junk capsized his craft, and its occupants, a man, woman, two girls, a boy and a baby were precipitated into the water. There, with the exception of the baby, were hauled into the Sergeant's sampan and arrested, and this officer, after considerable trouble, succeeded in withdrawing, with the help of a boat-hook, the drowning child from beneath the overturned junk. The poor mite, a little over a month old, was quite insensible when saved, having been more than two minutes under water. The police officer at once resorted to the usual artificial methods of restoring respiration, and a few minutes later had the satisfaction of seeing the youngster recover. At the Magistrate's court this morning, the master of the junk was convicted of being in unlawful possession of a quantity of coal and was fined \$25, or two months' imprisonment. The fine was paid.

**SANITARY BOARD.**

- A meeting of the Sanitary Board will be held to-morrow afternoon at 4.15. The following are the orders of the day:—  
1. Application for exemption from the provision of a backyard in respect of No. 75, Kramer Street, Tai Kok Tui.  
2. Application for exemption from the provision of an open space in respect of No. 17, Macdonald Road, Yau-mai.  
3. Application for permission to erect an 8-seat latrine on the roof of houses Nos. 130 and 132, Des Voeux Road, Central.  
4. Application for permission to use the basement of No. 32, Western Street for the storage and preparation of preserved bean curd.  
5. Application for permission to erect a sun-shade at the side of No. 183, Queen's Road West.  
6. Applications for licences for the sale of food for man outside the public markets.  
7. Application for permission to use the basement of No. 35, Centre Street, for the preparation and storage of food.  
8. Application for exemption from the provision of an open space in respect of No. 29, Battery Street, Yau-mai.  
9. Letter from Messrs. Palmer & Turner, dated December 24th, 1903, and minute by the Building Authority thereon.  
10. Results of examinations made under "The Sale of Food and Drugs Ordinance, 1896," for the quarter ended December 31st, 1903.  
11. Mortality statistics for the week ended 31st October, 1903.  
12. Lime-washing return for the fortnight ended 5th January.  
13. Rat return for the fortnight ended 11th January, 1904.

**SHIPPING AND MAILS.**

MAILS DUE.  
English (*Malta*) 16th inst.  
Canadian (*Empress of India*) 18th inst.  
American (*Doric*) 19th inst.  
German (*Bayern*) 19th inst.  
Australian (*Tsinar*) 21st inst.  
German (*Gera*) 22nd inst.  
Indian (*Kunawar*) 26th inst.  
The E. & A. s.s. *Empire* from Sydney, etc., left Thursday Island on 11th inst., for Manila and this port.  
The Imperial German Mail s.s. *Bayern* left Kobe via Nagasaki and Shanghai a.m. the 11th inst., and may be expected here on 16th inst.  
The N. Y. K. s.s. *Bombay Maru* (Bombay) left Singapore for this port on 11th inst., at 6 p.m., and is expected to arrive here on 17th inst.  
The Imperial German Mail s.s. *Gera* carrying the German Mails, with dates from Berlin of the 22nd ult., left Colombo on Sunday, a.m., and may be expected here on 22nd inst.  
The C. P. & S. s.s. *Empress of India* arrived at Yokohama at 8.30 a.m. on 11th inst., and left again at 4 p.m. same day, for Kobe, where she is due to arrive at noon on 12th inst.



## TELEGRAMS.

(Rivers.)

## Russia and Japan.

LONDON, 11th January.

Germany and the other Powers of the Triple Alliance have determined to observe strict neutrality in the event of hostilities between Russia and Japan.

The present uncertainty is having a disturbing effect on Russian public opinion which is becoming more and more pessimistic; but the Press, while warning Japan that Russia has reached the limit in the way of concessions, professes to be hopeful of peace.

## The Somaliland Expedition.

LATER.

A successful engagement has been fought in Somaliland. Two British officers were killed and eight severely wounded, one thousand of the enemy were killed.

(Deutsche Japan-Post.)

## The Crisis.

Berlin, 4th January.

The Cologne Gazette publishes a statement to show that the situation is less acute. This journal states that it learns from reliable sources at St. Petersburg that during the last few days the negotiations between Russia and Japan have taken a turn for the better to such good purpose that a complete settlement is expected shortly.

The hopes in Berlin are stronger that the energetic preparations of Japan have made an impression in St. Petersburg, as is shown by the conciliatory opinions expressed by the Russian official Press. The Novaya Vremya declares that "the damnable Manchuria question will not divert Russia from her traditional policy in the Near East."

The German Press believes that a conflict between Japan and Russia will only be avoided by Russia climbing down.

Mr. Inouye (son of Count Inouye, and Japanese Minister at Berlin) maintains the best relations with the German Government.

Reuter's correspondent at Peking recently wired that Russia is being supported by Germany and France, but the statement is emphatically denied in both Berlin and Paris.

(Der Ostasiatische Lloyd.)

## Rumours Contradicted.

Berlin, 8th January.

Important London papers are expressing fear that there will be a naval battle in the Mediterranean between the ironclads bought by Japan in England and the Russian squadron, which is withheld in Bizerta for this purpose only. It appears that such rumours are absolutely baseless from the simple fact that the ironclads will go manned with a British crew and flying the British flag, via Suez to East Asia. It is not very likely that the Russian squadron will open hostilities against these ships while no war has been declared. It is also incorrect that Russia has demanded that the Suez Canal must be closed to the Japanese men-of-war; should she have done so, the canal would also be closed to Russian ships. The further statement of the English papers, according to which the Japanese officers doing service in Europe have been recalled by their Government, is, as Germany, where most of these officers are staying, is concerned, declared by the Japanese Minister in Berlin to be a pure invention. The reports about a British or a French mediation are likewise incorrect.

## THE FLOUR TRADE.

It is reported from Portland (Or.) that as a result of the direct promises of Mr. E. H. Harriman that the service of the Portland and Asiatic Steamship Company would be increased to meet the demands of the port by providing ample facilities for flour shipments from that city, the Portland Flouring Mills Company will immediately commence work on an extension of its already great plant in that city.

The Portland mill alone, when the extension is completed, will have a capacity sufficient to load a 5,000-ton steamship every eleven days, and Mr. Wilcox has had positive assurance from Mr. Harriman that a service adequate to meet all requirements will be supplied at once. The Portland and Asiatic Steamship Company, however, will not wait for the construction of the new mill to add steamers for the regular service, for it has already arranged for the mammoth steamship *Alcoa*, which arrived here the other day, to return in January and help out the regular steamer. It is undecided yet whether or not the *Alcoa* will be continued regularly upon the route, but if she is not, other steamers will take her place.

## THE CHINA COMMERCIAL S. S. CO.

A San Francisco exchange of the 12th ult. says: Eng Hok Fong, president and general manager of the China Commercial Steamship Company, which is operating a line of steamers between Hongkong, Manila and this port and is now contemplating connecting hereafter at Portland, arrived from Mexico yesterday in company with Lyman Mowry, attorney for the company. The president stated that his company has found the Pacific Ocean enterprise a paying one and is now figuring on increasing its steamer service between the Oriental and the Pacific Coast ports. As regards the proposition to establish a regular service to Portland Eng Hok Fong confirmed the report given out several days ago by Local Manager Comfort to the effect that experimental visits of the company's vessels to the northern port had proved successful and that it is the intention to include the north hereafter in the traffic territory of the company. Eng Hok Fong and Attorney Mowry expect to remain in San Francisco for several weeks.

## PORTUGUESE MINISTERIAL CRISIS.

From Lisbon Despatches, dated the 11th ult., we learn that the Ministerial crisis which has been latent for some months past might be expected to manifest itself openly on the King's return from Villa Vicosa at the end of the month. It is an open secret that grave dissension exists in the Cabinet, and Prime Minister Senhor Hintze Ribeiro has had extreme difficulty in keeping the Ministry together, notwithstanding numerous reconstructions with King Carlos, who plays to perfection the part of a constitutional monarch, has freely granted him. On the other hand, the state of health of Senhor Luciano de Castro, chief of the Progressists, or Liberal party, and his advanced age make it impossible for him to entertain the idea of putting himself again at the head of the Ministry, a task which will therefore, in all probability, fall to Senhor Beirão, or his infinitely more popular although considerably junior colleague, Senhor Jose Maria d'Alfama, a most able statesman.

Reference has also been made to the possibility of a Cabinet composed of elements drawn from neither of the two parties and therefore untrammelled by party ties which constitute the base of Portuguese politics. In this connection the name of the Marquis de Soveral has frequently been put forward, but it is not likely that the distinguished diplomat will relinquish even temporarily his post in London.

## ARMY REFORM IN CHINA.

FRAMED ON JAPANESE MODEL.

The new Council appointed to supervise the training of recruits means, as a matter of fact, the adoption of the office of General Staff of Japan. It is divided into three sections namely Military Administration, Military Strategy and Military Education. These three sections are divided into thirteen sub-sections. Each section has its chief who is appointed from Yuan Shih-kai's staff. The whole of China is divided into 21 military circuits, 18 for the provinces in China proper and the other 3 for the three Eastern provinces. Each province will have one circuit and the small provinces will have 20 yin (each is five hundred) of which 6 yin will be cavalry, 4 yin artillery and 10 yin infantry. Middle sized provinces will have 24 yin and the large provinces 28 yin. The appointment, promotion, removal, punishment etc. of military officers are now in the discretion of this new Council. As to the military funds the way to raise them is not decided upon and the military students, now in Japan, on their return to China will be sent to each province to attend to the training of the provincial army. — *China Gazette*.

## THE KWANGSI RAILWAY.

The Universal Gazette is informed that the French Minister at Peking lately demanded of the Wai-Wu Pu the right to build the Kwangsi railway line. The demand was promptly refused on the ground that the building of the line had already been undertaken by some Chinese merchants. Later on, the Minister referred the matter to Prince Ching, but the request was again denied. One day at about two o'clock the Wai-Wu-Pu was in receipt of a message from the E. H. Park ordering that the Minister's request be at once granted, and stating that the Chinese merchants are not to be relied on. Then the whole matter was settled, and the Minister remarked to a certain high official, "I know the Court and your Government are quite willing to grant my request, why should you try to put obstacles in my way?"

## ASTROLOGER'S PREDICTIONS.

The famous astrologer, Yogashastri of Cawnpore, Pandit Ramnarayan, has arrived in Bombay and has put up at Kalbadevi Road. His name must not be unknown to the public, as he is the same pundit whose predictions regarding the late illness of his Majesty King Edward VII., the postponement of the Coronation, the conclusion of the Boer War, and others turned out to be true; and about whom the *Pioneer* in its publication of 10th November 1902, and the *Westminster Review* have spoken in "high terms." His power of prognostics he says, lies in what psychic power he has acquired by the study of "yoga," and by the help of this "vidhya" he can concentrate his mind to such an extent as to predict the future. He is ready to convince anyone who may go to him by foretelling his future with a true statement of the past. Some of his predictions for the ensuing year are as follows:—

- 1.—Between 17th of February and August 2nd, 1904, a great war will break out in Europe between Great Britain and other Powers, in which the latter will gain their cause. It will originate with Russia, and H. R. H. the Duke of Connaught shall have to visit different parts of the Continent in its connection.
- 2.—In June, H. M. King Edward VII. will suffer from fever and disorder in the body, but shall entirely recover after 30 days. This illness will create much anxiety in the Royal Family.
- 3.—England shall acquire two important native States of India, one towards the north and the other towards the Central Provinces between June 1st and November 17th.
- 4.—About the beginning of 1905, H. E. Lord Curzon will be recalled, but circumstances will hinder him from going.
- 5.—In June, H. E. the Governor of Bombay will suffer illness, but shall entirely recover. Another illness awaits him in 1905 for a month and a half, but he shall again recover. He will be recalled in 1905 and shall retire with greater powers in 1906.
- 6.—Plague will be less for Bombay and more for the Northern Provinces than in the preceding year. It will also rain untimely in different quarters of India. — *En*.

## NORTHERN NOTES.

Exchanges to hand this morning bring further news of the crisis in the North. According to the *Kobe Chronicle*, of the 7th inst., Japan appears to have taken up a most decided attitude with regard to fleet "irreducible minimum," and will not be diverted from its concessions which concede only a small part of what is demanded.

She "is not likely to consent to the transfer of the negotiations to St. Petersburg, where they may drag on for some time without coming to anything. The Japanese Government is being involved in enormous expense by virtue of her preparations; and cannot brook any delay that would involve the continuation of that expenditure without any security that a satisfactory agreement would be reached. Moreover, it is suspected in Japan that Russian concessions and proposals for renewed negotiations are made with a view to protract negotiations until the Muscovite Power is in a more complete state of preparedness, so that we greatly fear that if the tenor of the Russian reply is as stated, it does not to any material degree relieve the tension of the situation."

The same journal also draws attention to the fact that the semi-official *Nichi-Nichi* has now taken up a very bellicose attitude. In a leading article entitled "How to Deal with Russia," the Tokyo journal declares it is impossible that a solution of the difficulty can be any longer delayed. Japan, it declares, must give Russia a reasonable time for reply to her Note of the 21st ultimo, and then take steps to protect her interests without delay. An ultimatum would then probably be served giving Russia a certain number of days in which to reply, but the Tokyo journal goes on to urge that an ultimatum is not absolutely necessary because it may be a good strategic move for Russia to delay a reply. As a matter of fact the reoccupation of Mukden is practically an act of war on the part of Russia, and there is no need for Japan to wait any longer. The *Nichi-Nichi* accuses Russia of utter lack of diplomatic faith, and urges that if an ultimatum is to be dispatched, it should be sent immediately, as Japan has already waited long enough for an answer to her latest Note.

There seems to be little doubt that the resolute attitude of Japan has produced an effect in St. Petersburg, and even the German Press seems to believe that Russia will be compelled to climb down. The statement, however, that negotiations have taken a turn for the better appears absurd in face of the fact that no answer has been returned to Japan's Note, while the activity of the preparations in Japan and the Notification to the newspapers show that the Japanese Government knows nothing of any such change.

At Port Arthur vessels entering and leaving the harbour are conducted by a pilot-boat, it is supposed to avoid any danger of running on the torpedoes which are presumed to be laid.

According to advices received by the Yokohama Specie Bank on 4th inst Japanese War Loan Bonds in London declined by £1 5s. 6d., and stood at £90 6s. 10d. The 4-per-cent. Bonds have declined by £5 5s. 0d., standing at £7.

The *Jiji* publishes a Vladivostok telegram to the effect that the cruiser *Gromovoi* left there at 6 a.m. on 3rd inst and that all the other war-ships were making preparations for departure. Troops were constantly arriving there and much excitement prevailed among the people. This latter statement can easily be believed, for the people in Vladivostok have, by the operations of the censor, been kept in ignorance of the real situation. With regard to the movements of the Russian squadron, information has reached Tokyo that the principal force of the squadron remains at Port Arthur, though several war-ships are still at Vladivostok. The Russian vessels which were lying at Chemulpo have all proceeded to Port Arthur. The cruiser *Gromovoi*, which arrived at Gensan on 3rd inst from Vladivostok, has left the Korean port, but her destination is unknown. There is only one Russian warship at Chefoo. It is the *Galgamak*. There is no Russian warship in Korean waters at present.

The N.Y.K. steamer *Otaru-maru*, of the Otaru-Kobe line, has been chartered by the Government as a transport and was withdrawn from service on 5th inst upon her arrival at Yokohama. She immediately proceeded to one of the Naval Ports. It is stated that the N.Y.K. steamers *Kobe-maru*, *Tatsumi-maru*, *Tairen-maru*, and *Yamaguchi-maru*, now in Kobe, have been chartered by the Government as transports.

The rate at which boats belonging to the Nippon Yusen Kaisha, Toyo Kisen Kaisha and Osaka Shosen Kaisha may be chartered by the Government has been agreed upon. The Government will pay charterage at the rate of ¥4.50, ¥4 and ¥3.50 per ton, according to the age of the vessels.

The *Chugai Tsin-shin* states that the Chinese Government have decided to assume strict neutrality when hostilities break out between Japan and Russia. It is also said that Viceroy Yuan and General Ma have been ordered to recruit 15,000 men for the defence of Peking and the neighbourhood.

A St. Petersburg despatch to Tokio states that a conference of the Committee for the Far East was held recently, and that two important resolutions were carried. One of these extended Viceroy Alexieff's authority to negotiate with neighbouring countries. The Viceroy was given power to represent the Czar on all matters and decide every thing at his own discretion. The second resolution was to the effect that the Viceroy's headquarters should henceforth be at Vladivostok.

In Korea it is reported that the pro-war party controls the Russian Government now and the Japanese residents in Seoul appear to be elated at the news.

The attitude of shippers of cargo to Japan and of underwriters towards the risks of war is curiously placid; notes the insurance writer in *The Times*. There is very little demand for

the insurance of cargoes against other than ordinary sea perils, and what little there is does not come from the big shippers, who may be expected to be the best informed as to the outlook. Some business has been done recently in the insurance of rice cargoes from Rangoon to Japan against the risks of capture, seizure, &c., at nominal rates, and many underwriters cheerfully accepted the risks of January and February shipments for practically nothing. It is, no doubt, the absence of a serious demand which makes them so complacent.

## THE CHINESE CURRENCY.

From the report, which is signed by Messrs. Hanna, Conant and Jenks, on the question of the stability of International Exchange, presented to the U.S. Secretary of State, we extract the following interesting paragraphs relating to the matter of Chinese Currency. The Commissioners state as the result of their visit to Europe:—

The problem introducing a new monetary system into China is materially different from that which, under similar circumstances, could confront any of the prominent European countries or any of the colonies of the Far East. It is extremely desirable that any plan adopted should have the hearty co-operation of the importing and exporting merchants, both Chinese and foreign, and of the native and foreign banks. In order to secure the co-operation, and confidence especially of these foreign Governments and business men, it seems necessary that the Chinese Government should, for the time being at least, put the administration of the new system, when it shall have been planned, into the hands of foreigners of sufficient ability and reputation, so that they will have the complete confidence of these foreign Governments and investors. It would seem essential that foreign appointees be not named by foreign Governments, but be simply men of such reputation that their appointments would be acceptable to the foreign Governments. They should be appointed by the Chinese Government, and should in the full sense of the word be officials of China working in her interests.

In the general plan for China it is suggested that the Chinese Government not merely appoint foreigners as officials to fill some of the most important positions in the administration, but that the Government also open the accounts of the controller of the currency to accredited representatives of the Powers interested in the indemnity. Such a concession, unusual in its nature, should only be made provided the Chinese Government itself is willing; but inasmuch as confidence is one of the essential requisites to success, it would doubtless be wise, for a time at least, freely to publish in every possible way all of the details of the administration of the system, it being, of course, understood that this in no way involves the making public of the fiscal management of the Government itself.

## CHARACTER OF THE NEW SYSTEM.

The suggestions made contemplate the adoption of a monetary system consisting chiefly, if not entirely, of silver and copper coins, to be maintained at a parity with gold. The economic condition of the country is such that gold coins would not be suitable, and gold itself, would be used only in payments to foreign creditors. As has been intimated, in the interior of the country most of the inhabitants use of copper, their business transactions involving often at times a sum amounting to only 1 cash—that is to say, only a trifle more than one-thousandth part of the American dollar. To the American Commission it has seemed best to begin the new system in some of the treaty ports and seaboard provinces, but to begin on a gold basis. Owing to the large number of coins that it would be necessary to provide before the system was complete, their introduction into general circulation must in any event be gradual. Owing, also to the system of government, it would be entirely possible to give the system legal effect in the different provinces or even in different cities separately, as if they were different states, and then, as rapidly as provisions could be made to give it legal effect in other adjoining cities or provinces. Since there is no currency system throughout China, there are no coins the redemption of which will be obligatory upon the Government, as is the case in the Straits Settlements and French Indo-China. In this regard, at any rate, China would escape the difficulties which confronted the Government of British India in 1893 in the necessity of raising to a fixed par \$500,000,000 worth of silver rupees and would have a decided advantage over other countries with an established monetary system where a similar legal and moral obligation in regard to the existing currency would have to be considered.

The system should be placed on the gold basis at once because in that way the foreign nations and China herself especially will begin to get the benefits at once. By such action, trade will be encouraged, foreign investments will be more readily secured the beneficial influence of foreign business methods will sooner be felt and the Government itself will secure much earlier the great benefits of an increase of revenue. Should the system be begun on the silver basis with the intention of establishing the silver coin later on a parity with gold, there would be no appreciable benefit to international trade until this parity should be established. While the interior trade of the country would to some extent be encouraged by a national currency upon any uniform basis a change in political or economic conditions in China might postpone for many years the benefits sought by the Chinese Government in establishing stable monetary relations between China and foreign countries. Moreover, the change in the system from an established silver basis to gold would inevitably lead to speculation to a much greater degree than if the new system were to be introduced at once on the gold parity.

(To be continued.)

## AMERICAN NURSES FOR JAPAN.

Six hundred American women have offered their services as nurses to Japan in the event of a war with Russia. Mrs. Anita Newcomb McGee, president of the Association of Spanish-American War Nurses, writes to the Japanese Minister, Mr. Takahira: "The party would consist exclusively of women who graduated in our well-equipped training schools for nurses, requiring two or three years' residence and work in a hospital, and who have also had experience in the profession since their graduation. Part of their experience was gained in the regular service of the army of the United States during the Spanish War, in the Philippines, and in the Chinese campaigns, so they are familiar with camp life and accustomed to army discipline." Mr. Takahira expressed himself deeply impressed with the offer, and replied: "While undoubtedly my Government will highly appreciate the generous motives which animate you, and the worthy ladies associated with you, in making this offer, I doubt whether the occasion will arise for its acceptance. At the same time, I can assure you that the friendship and sympathy on the part of the American ladies who devote their efforts to the noble objects of your association will be widely and cordially recognised in Japan. I shall have pleasure in communicating to my Government." In reference to this offer by American ladies the *L. & C. Express* says the following communication has been issued in London:—"The Japanese ladies in London, meeting at the Imperial Japanese Legation, under the presidency of Viscountess Hayashi, have heard, with inexpressible joy and gratitude, of the generous action taken by Mrs. Anita Newcomb McGee and 600 American ladies, in volunteering their service as nurses with the Japanese army in the sad event of a war. They desire to offer to those ladies, by the present message, a tribute of sisterly affection and thanks for such a deed of womanly sympathy. They consider that by this example the East and West have embraced; that the girdle of humanity has been clasped, in goodwill and amity, round the whole globe. (Signed) Misao Hayashi; Tamé Arnold."

## COMMERCIAL.

Shanghai advices, dated 9th inst., report business done:—Indo-Chinas at Tls. 534 for March. Farnham, Boyds at Tls. 1264 for April. Langkats at Tls. 305 cash, Tls. 307 for January. Tls. 3174/315 for March, and Tls. 3224 for April.

## SILVER PRODUCTION.

We gave yesterday some details of the World's gold production in 1902, and although little interest attaches to the output of silver nowadays, the official figures, compiled by the Director of the United States Mint, of the production last year may be given as a matter of curiosity:—

	1902.	1901.
Mexico.....	60,764,000	57,595,549
United States.....	71,937,000	55,214,000
Bolivia.....	10,909,041	10,798,000
Australasia.....	8,526,037	10,377,100
Germany.....	5,722,641	7,739,000
Canada.....	4,253,774	5,554,520
Peru.....	4,244,128	5,513,700
Spain.....	3,720,104	4,754,100
Chile.....	3,566,792	4,611,000
Grand total.....	166,955,639	162,511,875

Considering the low price of the metal it is rather surprising that the output has not been reduced by more than the 6,000,000 oz. shown above. Mexico and the United States, which between them account for nearly three-fourths of the world's production, have both increased their output, the former adding about two and a-half million oz. to its figures for 1901. Australasia, on the other hand, has declined 2,200,000 oz., and Canada nearly one million oz. The most serious falling-off, however, is in the case of Chile, which produced 5,700,000 oz. less than in 1901. It should be observed that the values given in the table are the nominal "coining values." To arrive approximately at the sterling value, it will be sufficient to divide the output in ounces by ten, taking the price of the metal at an average of 2s. 0d. On this basis the output last year, instead of being £41,000,000, would be less than £17,000,000.—*Ex*.

## TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/10 1/2
Do. demand	1/10 5/16
Do. 4 months' sight	1/10 9/16
France—Bank T.T.	2.33
America—Bank T.T.	45
Germany—Bank T.T.	1.89 1/2
India T.T.	137 1/2
Do. demand	137 1/2
Shanghai—Bank T.T.	71 1/2
Japan—Bank T.T.	91 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	111 1/2
Buying.	
4 months' sight L/C.	1/10 11/16
6 months' sight L/C.	1/10 13/16
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	46 1/2
30 days' sight Sydney and Melbourne	1/10 15/16
4 months' sight France.	2.37
6 months' sight	2.38 1/2
4 months' sight Germany	1.93 1/2
Bar Silver	27 3/16
Bank of England rate	4 1/2

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—	
	Per chest
Malwa New	900/930
Do. Last Year	950/1,000
Do. Oldest	950/1,000
Patna New	1,150
Benares New	1,150
Patna (Piped)	1,150

## To-day's Advertisements.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on SATURDAY, the 16th January, 1904, at 11 A.M., at their SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street, TWO FIELD SPANIELS About 3 years old (Only imported this Season from England and shot over two seasons).

TERMS.—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 13th January, 1904. [119]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship "HAILONG," Captain Gibson, will be despatched for the above Port, on FRIDAY, the 15th instant, at Daylight. For Freight or Passage, apply to DOUGLAS, LAIDLAK & Co., General Managers. Hongkong, 13th January, 1904. [112]

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CARGOES.

S.S. "MACQUEE," FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of General Cargo are hereby informed that all Goods are being loaded at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents. Hongkong, 13th January, 1904. [118]

## Entertainment.

## HONGKONG VOLUNTEER CORPS.

A CONCERT followed by a Laughable Farce "TICKLISH TIMES" will be given at the THEATRE ROYAL, CITY HALL, on SATURDAY, JANUARY 16th, 1904, Commencing at 9 P.M.

PRICES:— Dress Circle ... .. \$3 Stalls ... .. \$2 Pit ... .. \$1 Reserved Seats may be booked at ROBINSON PIANO CO., on and after JANUARY 11th, 1904. Under the Patronage of H.E. Mr. MAY, C.M.G., H.E. Major-General V. HATTON, C.B., and Rear-Admiral ROBINSON. Hongkong, 6th January, 1904. [87]

## Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY IMPORTERS.

By Appointment to H.M. THE KING

AND H.M. THE QUEEN

Supplied to all the ROYAL AND ARMY REGIMENTS

LANE, CHAYNOR & CO. LTD.



Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

Fortnightly sailings for London and Continent.  
Monthly sailings for Liverpool.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"KINTUCK"	On 14th January.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 22nd January.
GLASGOW and LIVERPOOL	"MOYUNE"	On 29th January.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.
GLASGOW and LIVERPOOL	"PAKLING"	On 9th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 15th February.
GLASGOW and LIVERPOOL	"MENELEUS"	On 22nd February.
GLASGOW and LIVERPOOL	"RHIPHEUS"	On 29th February.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & A'WERP	"YANGTSE"	On 19th January.
LONDON & ANTWERP	"NESTOR"	On 2nd February.
GENOA, MARSEILLES & L'POOL	"KEEMUN"	On 15th February.
LONDON & ANTWERP	"KINTUCK"	On 16th February.
LONDON & ANTWERP	"MOYUNE"	On 1st March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"PINGSUEY"	On 24th January.
	"AGAMEMNON"	On 20th February.

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 13th January, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TAIWAN"	14th January, at 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	14th " at 4 P.M.
SHANGHAI	"OHENAN"	15th " "
MANILA	"ANHUI"	16th " at Noon.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	23rd " "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.  
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 13th January, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 16th Jan., at 10 A.M.
KUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 23rd Jan., at 10 A.M.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 11th January, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	Jan. 30, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "
"INDRASAMHA"	5,197	W. E. Craven	Mar. 13, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

For Freight or Passage, apply to the Company's Office, 3, Queen's Building, 30, Horse Street.

K. MATSUDA, Acting Manager.

Hongkong, 13th January, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.  
33 1/3 per cent.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd January, 1904.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.  
Passage Fare. \$4 Single Journey.  
Meals \$1 each.  
The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,  
No. 8, Queen's Road West.  
Hongkong, 10th May, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE (Week Days) 1st Class (including cabin and servant), \$5; Return Ticket, \$8. 2nd Class, \$1; 3rd Class, 50 cents.  
On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner, either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.  
WHARF—At the Western end of Wing Lok Street.  
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3 1/2 hours to reach Macao.

MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 5th January, 1904.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

"THALES"  
Captain Robson, will be despatched for the above Ports, TO-MORROW, the 14th instant, at Daylight.  
For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.  
Hongkong, 13th January, 1904.

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship

"ARRATON APGAR"  
Captain E. Fey, will be despatched for the above Ports, on SATURDAY, the 16th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.  
Hongkong, 11th January, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship

"LAISANG"  
Captain E. J. Tadd, will be despatched as above on TUESDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 12th January, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. About

"SIKH" 19th Jan.  
"SAGAMI" 26th Jan.  
"AFRIDI" 9th Feb.  
For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.  
Hongkong, 9th January, 1904.

"SHIRE" LINE.  
FOR HAVRE, LONDON, ANTWERP AND HAMBURG.

THE Company's Steamship

"RADNORSHIRE"  
Captain C. H. Burch, on or about SATURDAY, the 30th January, 1904.  
These Steamers have Superior Accommodation for Passengers.  
For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.  
Hongkong, 5th January, 1904.

MEE CHEUNG,  
PHOTOGRAPHER,  
Top Floor of Ice House, 11, Market Road.

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.  
10, QUEEN'S ROAD, Watson's Building.

DEUTSCHE WEINGESellschaft DUHR & CO. COELN.

STOCK ON HAND OF  
AHRLEICHART, a red Ahr Wine at \$18.50  
GRAACHER, Moselle " " at \$16.50  
LAUBENHEIMER, Hock " " at \$15.00  
All per Case of 24 Quarts.  
Price Reductions for Larger Orders.  
GROSSMANN & CO.  
Hongkong, 16th October, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.  
Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.  
Special Prices for Quantities.  
Sole Agents—  
SIEMSEN & CO.  
Hongkong, 10th January, 1903.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

16, DES VUEX ROAD, CENTRAL, HONGKONG.

SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM and F. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.  
Hongkong, 15th December, 1903.

TSU FAN, DENTIST.

PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary, 50, Queen's Road, Central.  
Hongkong, 5th January, 1904.

DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST.  
No. 26, Connaught Road Central.  
Hongkong 6th February 1904.

街西源利環中港香

店油是利巴配旺李  
LI WONG KEE,  
DEALER IN SHELLAC AND VARNISH.

No. 7, LEE YUEN STREET WEST, CENTRAL, HONGKONG.

2,000 lbs. of SHELLAC ONLY.  
Hongkong, 9th January, 1904.

HONGKONG AVERAGE MARKET PRICES.

Corrected 12th January, 1904, per \$ Mex.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	17
" Corned—Ham Ngau Yuk	17
" Roast—Shiu	17
" Breast—Ngau Lam	13
" Soup, Tong Yuk	13
" Steak—Ngau Yuk Pa	17
" Serjain—Ngau Lau	25
" Sausages—Ngau Yuk Chung	16
Bullock's Brains—Know	8
" Tongue fresh—Ngau Li	45
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	9
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	13
" Feet—Ngau Kerk	8
" Kidneys—Ngau Yiu	16
" Tail—Ngau Mei	16
" Liver—Ngau Con	9
" Tripe (undressed)—Ngau To	9
" Calves' Head and Feet—Ngau Cha	75
Mutton Chop—Young Fat Kw	24
" Leg—Young Fat	24
" Shoulder—Young Fat	22
" Chilling—Chi cheong	7
" Brains—Chi Know	2
" Feet—Chi Kerk	12
" Fry—Chi Chak	13
" Head—Chi Tau	13
" Heart—Chi Sum	9
" Kidneys—Chi Yiu	24
" Liver—Chi Kon	24
" Pork, Chop—Chi Pui Kwai	18
" Corned—Ham Chu Yuk	18
" Leg—Chu Pei	22
" Fat or Lard—Chu Yau	22
Sheep's Head and Feet—Young Tau	55
" Heart—Young Sum	10
" Kidneys—Young Yiu	10
" Liver—Young Con	10
" Sucking Pig, To Order—Chu Chai	20
" Suet, Beef—Sung Ngau Yau	17
" Mutton—Sung Ngau Yau	17
" Yeal—Ngau Chai Yuk	15
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	25
" Capons, Large, Small—Sin Kai	20
" Ducks—Ap	14
" Geese—Pan Kan	14
" Eggs, Hens, Kai Tai	14
" Fowls, Canton—Kai Nam Kai	21
" Geese—Nga	21
" Goslings, Canton—Shung Hoi Yu	21
" Mutton—Wong Kung	21
" Pigeons—Kai Chai	21
" Quails—Kai Chai	21
" Rabbits—Kai Chai	21
" Turkeys—Kai Chai	21
" Ducks, Shanghai, Sui Ap	21
" Teal, Shanghai, Sui Ap	21
" Wild Ducks, Canton—Sung Shing Siu	21
" Apes	21

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows—

FISH.

Barbel—Ka Yu	13
Bream—Bin Yu	12
Canton Fresh Water Fish—Hoi Sin Yu	13
Carp—Li Yu	10
Catfish—Chik Yu	16
Codfish—Mun Yu	14
Crabs—Hai	24
Cuttle Fish—Muk Yu	16
Dab—Sa Mang Yu	14
Dace—Wong Mei Lun	11
Dog Fish—Tit Yu Sa	8
Eels, Congor—Hoi Man Yu	15
" Fresh water—Tam Sui Yu	14
" Yellow—Wong Sin	28
Frogs—Tien Kai	32
Garoupa—Sok Pan	50
Gudgeon—Pak Kip Yu	27
Herrings—Tao Pak	18
Halibut—Cheung Kwan Yu	20
Labrus—Wong Fa Yu	18
Loach—Wu Yu	14
Lobsters—Lung Ha	24
Mackerel—Chi Yu	24
Monk Fish—Mon Yu	22
Mullet—Chai Yu	22
Oysters—Sung Hoo	22
Parrotfish—Kai Kung Yu	18
Perch—Tao Loo	15
Pike—Fa Paw Poong	10
Plaice—Pan Yu	16
Pomfret, Black—Hak Chong	22
Pomfret, White—Pak Chong	28
Prawns—Ming Ha	40
Ray—Pai Fa Sa	20
Rock Fish—Sok Kau Kung	14
Roach—Chun Yu	28
Salmon, (Cton), fresh water—Ma Yau Yu	18
Shark—Sa Yu	10
Skate—Po Yu	25
Shrimps—Ha	28
Snapper—Lap Yu	15
Soles—Tai Sa Yu	16
Tench—Wan Yu	20
Turbot—Cho Hoi Yu	40
Turtles, small, fresh water—Keok Yu	40
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Yan	20
Apples, (California)—Kam San Ping	15
" (Chefoo)—Tin Chun Ping	15
" Small—Hoi Tong	8
" Custard—Fan Lai Chi	8
Bananas, fragrant, Canton—Sung Sheng	4
" Heung Chiu	3
" (brides), Macao—San Heung Chiu	10
Chestnuts, Chinese—Fong Lut	8
Carambola—Young Tou	8
Cocoanuts—Yeh Tai	20
Grapes—Sin Tai	6
Lemons, China—Ning Moong	7
" Amer.—Kum San Ning Moong	15
Lichees, Dried—Lai Chi Con	5
" Fresh, Lai Chi	5
Limes, (Saigon)—Sai Kung Ning	5
Moong	5
Mango, Manila—Lui Sung Moong	5
Mango, Saigon—Sai Kung Moong	5
Mangosteens, San Chuk Tai	5
Oranges, (Canton)—Sung Sheng Tim	5
" Small—Tai Kut	5
" Mandarin—Tim Kut	5
Olives—Pak Lam	5
Pears, (American)—Kam San Shui Li	5
" (Canton)—Cooking—Sa Li	5
" (Shanghai)—Sheung Hoi Li	5
Peanuts, —Fa Sang	5
Persimmons Large, —Hung Chie	5
Pine-apples, 1st quality—Sheung Poon	5
" 2nd quality—Chung-tang	5
" Paw-law	5
Platams—Tai Chen	5
Plums, Swatow—Hung Lai	5
Pumelo, Siam—Chim Lo Yau	5
Walnuts, Hop Tou	5
" Green—Sung Hop Tou	5
" Cauliflower, Medium size—Cheung Yeh	5
" Cauliflower, Small size—Sai Yeh Choi-fa	5
Carrots—Kam Shun	5
Celery, Chinese—Tong Kan Choy	5
Celery, English—Young Kan Choy	5
Celery, White—Pak Young Kan Choy	5
Chilies Dried—Con Lat Chiu	5
" Red—Hung Fa	5
" Green—Chung Lat Chiu	5
Curry Stuffs, English—Kai Chai Lin	5
Cucumbers—Chung Kwa	5
Bitter Melon—Fai Kwa	5
Garlic—Yuen Tau	5
Ginger, young—Sung Tai Keung	5
" Old—Lo Keung	5
Horse Radish, Shanghai—Lik Kai	5
Indian Cori—Suk Mai	5
Lettuces—Young Sang Choi	5
" Water Cress—Ma Tai	5
" Mandarin—Kwai Lum Ma Tai	5
Mushrooms Fresh—Sung Cho Kho	5
Onions, Bombay—Young Chung Tau	5
" Green—Sung Chung	5
" Shai—Sheung Hoi Chung Tau	5
" Japan—Yat Poon	5
" Green—Mo Kerk	5
" English—Young Un Sai	5
" Green Peas—Chung Tau	5
Potatoes, Sweet—Fan Shu	5
" Shanghai—Sheung Hoi Shu	5
" Tai	5
" Japan—Yat Poon Shu Tai	5
" American—Fa Ki	5
" Fochow—Pak Chai Shu Tai	5
" Macao—Oh Moon	5
Pumpkin—Toong Kwa	5
Radish—Hung Lo Pak Tai	5
Shallots—Con Chung Tau	5
Spinage (Chinese)—Paw Choi	5
Spinage—Yin Choi	5
Tomatoes—Fan Kerk	5
Taro—Wu Tau	5
Turnips, Panki (Long)—Low Pak	5
" English—Young Low Pak	5
Vegetable Marrow—Chai Kwa	5
Water Cress—Sai Young Choi	5
" Canton—Lai Kerk	5

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	4
" Chi Chaiuk	4
Beans, (French) Macao—Oh Moon Pin	4
" Beans, (French), Shanghai—Sheung Hoi	4
Pin Tau	4
Beans, Sprout—Ah Choi	2
Beans Long—Tan Kok	14
Beet Root—Hung Choi Tai	2
Brinjals, Green—Cheng Yuen Kerk	3
Brinjals, Red—Hung Kerk	3
Brassica—Pak Choi	2
Bamboo Shoots—Chook Shun	10
Cabbage, Chinese, com.—Kai Choy	2
Cabbage Root—Kai Lan Tau	2
Cabbage, (Shanghai)—Yeh Choi	10
Cane Shoots, bunch—Kau Shun	2
Cauliflower, Large size—Tai Yeh Choi	5
" Fa	5
Cauliflower, Medium size—Cheung Yeh	8
" Choi-fa	8
Cauliflower, Small size—Sai Yeh Choi-fa	16
Carrots—Kam Shun	5
Celery, Chinese—Tung Kan Choy	5
Celery, English—Yeung Kan Choi	5
Celery, White—Pak Yeung Kan Choi	5
Chilies Dried—Com Lat Chiu	75
" Red—Hung Fa	44
" Green—Cheng Lat Chiu	44
Curry Stuck, English—Ka Lee Choi Liu	2
Cucumbers—Cheng Kwa	2
Bitter Melon—Cheng Kwa	2
Cauliflower—Sai Yeh Choi	12
Ginger, young—Sui Tai Keung	12
" old—Lo Keung	12
Horse Radish, Shanghai—Lik Kan	4
Indian Corn—Suk Mai	6
Lettuce—Yeung Sang Choi	18
Water Chenusai—Ma Tai	18
" Mandarin—Kwei Lum Ma Tai	18
Mushrooms Fresh—Sang Cho Kho	22
Onions, Bombay—Yeung Chung Tao	22
" Green—Sang Chung	22
" Shai—Sheung Hoi Chung Tan	55
" Japan—Yat Poon	10
Okros—Mo Ker	10
Spinley, English—Yeung Un Sai	26
Green Peas—Cheng Tai	26
Peas, Sweet—Fan Shui	26
" Shanghai—Sheung Hoi Shui	18
" Japan—Yat Poon	18
" Shanghai—Fa Ki	15



## THE SHARE MARKET.

LAST DIVIDEND		QUOTATIONS	
INS.			
of \$1.10/- @ 1/8-\$18 for half-			
ending Jan. 1903 .....	\$650		
\$1.00 for 1902 .....	\$35		
.....	\$10		
INSURANCES.			
cent-\$32 per share for 1902 ...	\$400 s.		
\$1 for year ended Jan. 1903 .....	\$16 s.		
of \$1 making \$2 for 1903 .....	\$1,220		
\$12 for 1901 .....	\$115		
\$15 per share for 1902 .....	\$125		

DIVIDENDS.	
per share for 1901 .....	\$5.00
per share for 1901 .....	\$9.24
DIVIDENDS.	
for half-year ending 30.6.1903 .....	\$2.14 =
= 10% per share for 1902 .....	\$7.5 b =
= 5% per share for 1902 .....	\$17 a =
of 33 for year ended 30.6.1903 .....	\$30 =
} = 12% for year ending {	\$90 aa.
} 30*4'03 .....	\$19
interim of 6d. for 1902 .....	£1 2/-
sum of 2% for 1903 .....	Tls. 36
sum of 4% = Tls. 2.00 .....	Tls. 50 aa.
sum of 34% = Tls. 1.75 .....	Tls. 474 d.
DIVIDENDS.	
of \$7 making \$12 for 1903 .....	\$100
per share for 1897 .....	\$10 a.
Tls. 24 for year ending 30.9.03 .....	Tls. 55

.....	\$1 s.
.....	\$600 s.
.....	\$6 s.
.....	Tls. 6 b.
.....	
.....	\$209 b.
.....	Tls. 123 gm.
.....	\$96 ss.
.....	\$38 s.
.....	Tls. 315 ss.

80 cents per share for 1902 .....	\$9.80 sa.
div. of \$5 for 1903 .....	\$157
per share for 1902 .....	\$35 b.
div. of \$1 1/2 for 1903 .....	\$15 1/2
for first 1/2-year 1903 .....	\$7 1/2
for year ending 30.6.03 .....	\$28
for year ending 31.3.03 .....	Tls. 13 1/2
div. of 1 cent. for 1902 .....	\$1 1/2 sa.
div. of 6 % for 1903 .....	Tls. 106 sa.
MILLS.	
div. of 60 cents, making \$1 for 1903 .....	\$15 1/2 b.
for period ended 31.10.1903 .....	Tls. 33 s.
div. of 3 % on account of 1898 .....	Tls. 25 1/2
div. of 4 % on acct. of 1898 .....	Tls. 40 sa.
for period ended 31.12.00 .....	Tls. 170
CCO COMPANIES.	
for year ending 30.6.1900 .....	\$200
for year ending 30.6.1901 .....	\$10
div. of Tls. 2 per share .....	Tls. 50 b.

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MEDOC, .....	per case \$ 6.00
ST. JULIEN, .....	" 9.00
CHATEAU LOUDENNE,....	" 16.50

**SAUTERN-SUPERIOR \$12.00**

WHISKY.	
PROVOST, .....	per case \$ 9.00
STRATHMILL, .....	" " 10.50
SPEY ROYAL, .....	" " 17.00

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January 5th.

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MANAGER.